

Shipping—Steamers.

HONGKONG, CANTON, MACAO AND WEST RIVER STEAMERS.

JOINT SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD., AND THE CHINA NAVIGATION COMPANY, LTD.

HONGKONG-CANTON LINE.

S.S. "HONAM," 2,363 tons Captain H. D. Jones.
"POWAN," 2,338 " " W. A. Valentine.
"FATSHAN," 2,360 " " R. D. Thomas.
"HANKOW," 3,073 " " C. V. Lloyd.
"KINSHAN," 1,995 " " J. J. Lossius.
Departures from HONGKONG to CANTON daily at 8.30 A.M. (Sunday excepted), 9 P.M. and 10.30 P.M. (Saturday excepted).
Departures from CANTON to HONGKONG daily at 8.30 A.M., 3 P.M. and 5.30 P.M. (Sunday excepted).
These Steamers, carrying His Majesty's Mails, are the largest and fastest on the River. Special attention is drawn to their Superior Saloon and Cabin accommodation.

SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD. HONGKONG-MACAO LINE.

S.S. "HEUNGSHAN," 1,998 tons Captain G. F. Morrison, R.N.M.
Departures from Hongkong to Macao on week days at 2 P.M., on Sundays at Noon, except when otherwise notified by Express.
Note.—During the summer months the time of leaving fluctuates to suit the tide at Macao. See Special Summer Time-table.
Departures from Macao to Hongkong daily at 8 A.M.

CANTON-MACAO LINE.

S.S. "LUNGSHAN," 2,19 tons Captain T. Hamlin.
This steamer leaves Canton for Macao every Tuesday, Thursday and Saturday at about 8 A.M.; and leaves Macao for Canton every Monday, Wednesday and Friday at about 7.30 A.M.

JOINT SERVICE OF THE H.K., C. AND MACAO STEAMBOAT CO., LTD. THE CHINA NAVIGATION COMPANY, LTD., AND THE INDO-CHINA STEAM NAVIGATION COMPANY, LTD.

CANTON-WUCHOW LINE.

S.S. "SAINAM," 588 tons Captain J. Willox.
"NANNING," 569 " " C. Butchart.
One of the above steamers leaves Canton for Wuchow every Monday, Wednesday and Friday at about 8 A.M. calling at Yunking, Maoming, Kunchuk, Kau-Kong, Samshui, Howlik, Shui-Hing, Luk-Po, Luk-To, Lo-Fing-Hau, Tak-Hing, Doshing and Fong-Chuen. Departures from Wuchow for Canton calling at the above ports every Monday, Wednesday and Friday at about 8.30 A.M.

FARES:—Canton to Wuchow Single \$15.00. Return \$25.00.
Canton to Tak Hing Single \$12.50. Return \$21.00.
Canton to Samshui Single \$7.50.

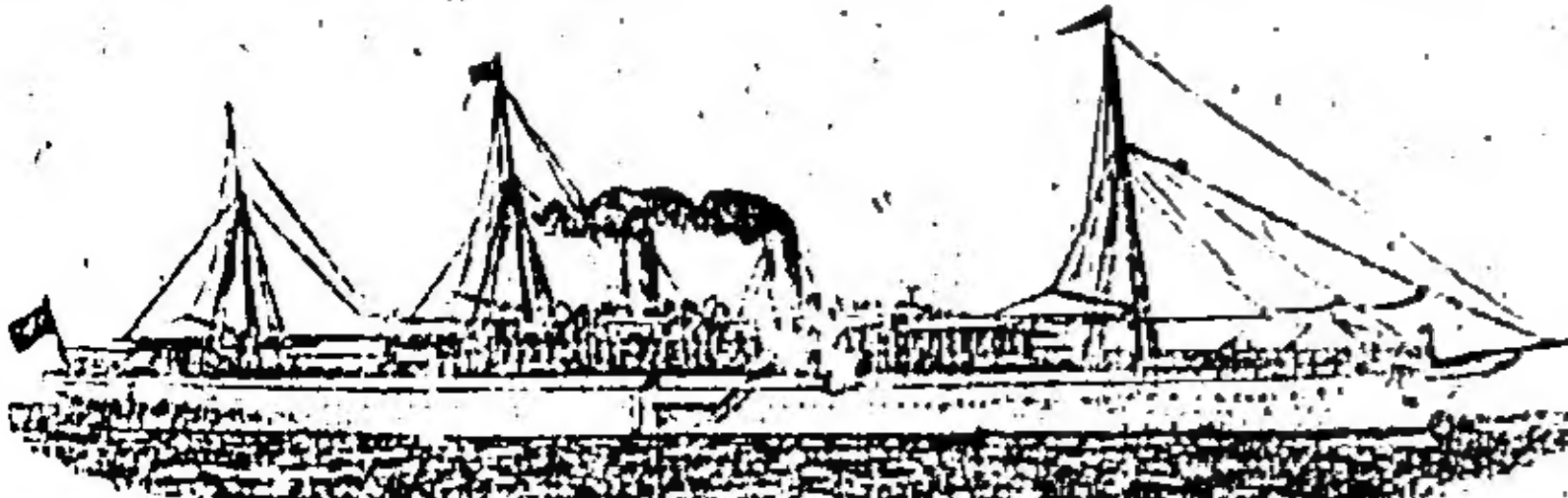
The above vessels have superior Saloon and Cabin accommodation and are lighted throughout by electricity. Meals charged extra.

Further particulars may be obtained at the Office of—

HONGKONG, CANTON & MACAO STEAMBOAT CO., LTD.,
Hotel Mansions, (First Floor) opposite the Hongkong Hotel,
Or of BUTTERFIELD & SWIRE,
Agents, CHINA NAVIGATION CO., LTD.

Hongkong, 31st March, 1906.

CANADIAN PACIFIC RAILWAY COY.'S ROYAL MAIL STEAMSHIP LINE.



Luxury—Speed—Punctuality.

The only Line that maintains a Regular Schedule Service of 12 Days across the Pacific is the "Empress Line." Saving 3 to 7 Days Ocean Trial.

12 Days YOKOHAMA to VANCOUVER. 21 Days HONGKONG to VANCOUVER.

PROPOSED SAILINGS. (Subject to Alteration).

R.M.S.	Tons	LEAVE HONGKONG	ARRIVE VANCOUVER
"MONTEAGLE"	5,500	WEDNESDAY, May 2	May 26
"EMPRESS OF JAPAN"	4,000	WEDNESDAY, May 9	May 30
"TARTAR"	4,425	WEDNESDAY, May 23	June 16
"EMPRESS OF CHINA"	6,000	WEDNESDAY, May 30	June 20
"EMPRESS OF INDIA"	6,000	WEDNESDAY, June 20	July 11
"ATHENIAN"	2,440	WEDNESDAY, June 27	July 21

THE Quickest route to CANADA UNITED STATES and EUROPE, calling at SHANGHAI, NAGASAKI, (through the INLAND SEA OF JAPAN), KOBE, YOKOHAMA, VICTORIA, connecting at VANCOUVER with the COMPANY'S PALATIAL OVERLAND TRAINS FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE.

Hongkong to London, 1st Class, via St. Lawrence £60. Via New York £62.
Hongkong to London, Intermediate on Steamers, and 1st Class Rail £40. £42.

R.M.S. "MONTEAGLE," "TARTAR" and "ATHENIAN" carry "Intermediate" Passengers only at Intermediate rates, affording superior accommodation for that class.

Passengers Booked through to all principal points and AROUND THE WORLD.
SPECIAL RATES (First class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Service of China and Japan Governments.

For further information, Maps, Routes, Hand Books, Rates of Freight and Passage, apply to
D. E. BROWN, General Agent,
Hongkong, 18th April, 1906. Corner Pedder Street and Praya, opposite Blake Pier. [13]

HAMBURG-AMERIKA LINIE.

OSTASIATISCHER DIENST.

(Taking Cargo at through Rates to ANTWERP, AMSTERDAM, ROTTERDAM, COPENHAGEN, LONDON, OPORTO, LONDON, LIVERPOOL, GLASGOW, TRIESTE, GENOA, PORTS IN THE LEVANT, BLACK SEA and BALTIC PORTS; NORTH and SOUTH AMERICAN PORTS).

PROPOSED SAILINGS FROM HONGKONG.

SUBJECT TO ALTERATION.

STEAMERS.	DESTINATIONS.	SAILING DATES.
BENEGAMBIA	HAVRE and HAMBURG. (Calling at S'PORE, PENANG & COLOMBO)	26th April } Freight.
SEGOVIA	HAVRE and HAMBURG. (Calling at S'PORE, PENANG & COLOMBO)	4th May } Freight.
ISTRIA	MARSEILLES and HAMBURG. (Calling at S'PORE, PENANG & COLOMBO)	8th May } Freight.
C. FERD. LAEISZ	HAVRE, BREMEN and HAMBURG. (Calling at S'PORE, PENANG & COLOMBO)	16th May } Freight.
SITHONNIA	HAVRE and HAMBURG. (Calling at S'PORE, PENANG & COLOMBO)	30th May } Freight.
ANDALUSIA	HAVRE and HAMBURG. (Calling at S'PORE, PENANG & COLOMBO)	14th June } Freight.
VANDALIA	NEW YORK. (Calling at S'PORE, PENANG & COLOMBO)	6th May } Freight.

For further Particulars, apply to

HAMBURG-AMERIKA LINIE,
Hongkong Office,
King's Buildings,

Hongkong, 16th April, 1906.

Mails.

IMPERIAL GERMAN MAIL LINES.

NORDDEUTSCHER LLOYD, BREMEN.

EUROPEAN LINE.

STEAM FOR.

SINGAPORE, PENANG, COLOMBO, ADEN, SUEZ, PORT SAID, NAPLES, GENOA, ANTWERP, BREMEN/HAMBURG;
Steamers will also call at GIBRALTAR and SOUTHAMPTON to land Passengers and Luggage.

Taking Cargo on Through Bills of Lading for all European, North and South American Ports.

PROPOSED SAILINGS FROM HONGKONG.

(SUBJECT TO ALTERATION.)

STEAMERS.	SAILING DATES.
PRINZ EITEL FRIEDRICH	WEDNESDAY, 25th April.
SACHSEN	WEDNESDAY, 9th May.
PRINZ HEINRICH	WEDNESDAY, 23rd May.
ROON	WEDNESDAY, 6th June.
PREUSSEN	WEDNESDAY, 20th June.
ZIETEN	WEDNESDAY, 4th July.
GNEISENAU	WEDNESDAY, 18th July.
BAVERN	WEDNESDAY, 1st August.
PRINZ REGENT LUITPOLD	WEDNESDAY, 15th August.
PRINZ EITEL FRIEDRICH	WEDNESDAY, 29th August.
SACHSEN	WEDNESDAY, 12th September.

ON WEDNESDAY, the 25th day of April, 1906, at Noon, the Steamship PRINZ EITEL FRIEDRICH, Capt. Malchow, with MAILS, PASSENGERS, SPECIE and CARGO, will leave this Port as above, Calling at NAPLES and GENOA.

Shipping Orders will be granted till NOON, on MONDAY, the 23rd April, Cargo and Specie will be received on Board until 5 P.M., on TUESDAY, the 24th April, and Parcels will be received at the Agency's Office until NOON, on TUESDAY, the 24th April.

Contents of Packages are required. No Parcel Receipts will be signed for less than \$2.50 and Parcels should not exceed Two Cubic Feet in Measurement.

The Steamer has splendid Accommodation and carries a Doctor and Stewardesses. L. can be washed on board.

RATES OF PASSAGE MONEY FROM HONGKONG:

	1st Class	2nd Class	3rd Class
TO NAPLES, GENOA & GIBRALTAR	£61. 0. 0.	£42. 0. 0.	£22. 0. 0.
Return	91. 0. 0.	61. 0. 0.	33. 0. 0.
TO SOUTHAMPTON, LONDON, BREMEN and HAMBURG	65. 0. 0.	44. 0. 0.	24. 0. 0.
Return	97. 0. 0.	66. 0. 0.	36. 0. 0.
TO NEW YORK VIA SUEZ	64. 0. 0.	44. 0. 0.	26. 0. 0.
Return	115. 0. 0.	79. 0. 0.	47. 0. 0.
VIA BREMEN OR SOUTHAMPTON	68. 0. 0.	46. 0. 0.	27. 0. 0.
Return	123. 0. 0.	83. 0. 0.	49. 0. 0.

In the event of the passenger leaving the Mail Steamer at Naples, Genoa or Gibraltar and travelling to Bremen or Southampton overland the SAME RATES TO BE APPLIED AS VIA NAPLES, GENOA OR GIBRALTAR, but in this case the cost of the railway trip, etc., to be at passenger's expense.

TOUR VIA INDIA:

Passengers have the option of using a Steamer of the British India S. N. Co. from SINGAPORE to CALCUTTA instead of an Imperial Mail steamer from Singapore to Colombo. The rest of the journey from Calcutta to Colombo by rail or steamer is however not included.

Interruption of the Voyage in Egypt:

Passengers to Europe and New York are entitled to travel by the N. D. L. Mediterranean Steamers from Alexandria to Naples or Marseilles instead of using an Imperial Mail Steamer from Port Said.

JAPAN-CHINA-AUSTRALIA LINE, VIA NEW GUINEA.

STEAM FOR MANILA, SIMPSONHAFEN, FRIEDRICH-WILHELMSHAFEN, HERRBERTSHOEHE, MATUPI, BRISBANE, SYDNEY AND MELBOURNE.

PROPOSED SAILINGS FROM HONGKONG.

(Subject to alteration).

STEAMERS.	Tons.	SAILING DATES.
PRINZ SIGISMUND	3,302	TUESDAY, 1st May.
WILLEHAD	4,763	TUESDAY, 29th May.
PRINZ WALDEMAR	3,227	TUESDAY, 26th June.

ON TUESDAY, the 1st day of May, 1906, at Noon, the Steamship PRINZ SIGISMUND, Capt. D. Lenz, with Mails, Passengers and Cargo, will leave this port as above.

The steamer has splendid accommodation and carries a Doctor and a Stewardess.

Linen can be washed on board.

RATES OF PASSAGE MONEY FROM HONGKONG:

	1st Class	2nd Class	3rd Class
TO MANILA	\$50.00	\$30.00	\$20.00
Return	\$80.00	\$50.00	\$30.00
TO NEW GUINEA	£38. 0. 0.	£18. 10. 0.	£14. 0. 0.
Return	£42. 0. 0.	£22. 10. 0.	£17. 10. 0.
TO BRISBANE	£30. 0. 0.	£14. 0. 0.	£10. 0. 0.
Return	£34. 0. 0.	£18. 0. 0.	£13. 0. 0.
TO SYDNEY	£33. 0. 0.	£15. 0. 0.	£11. 0. 0.
Return	£37. 0. 0.	£19. 0. 0.	£14. 0. 0.
TO MELBOURNE	£34. 10. 0.	£16. 0. 0.	£12. 0. 0.
Return	£38. 10. 0.	£20. 0. 0.	£15. 0. 0.
TO YOKOHAMA	\$80.00	\$60.00	\$40.00
Return	\$120.00	\$90.00	\$60.00
TO KOBE	\$95.00	\$70.00	\$50.00
Return	\$140.00	\$100.00	\$70.00

THROUGH RATES OF PASSAGE MONEY FROM HONGKONG:

	1st Class
TO EUROPE VIA AUSTRALIA AND COLOMBO by Imperial Mail Steamer	£97. 0. 0.
TO EUROPE VIA AUSTRALIA AND AMERICA	96. 0. 0.

From Australia to New York via Vancouver by the C. P. R. Co.'s steamers, or via San Francisco by the O. S. S. Co.'s Steamers, and from New York to Europe by the magnificent express steamers of N. D. L.

SAILINGS OUTWARDS.

EUROPEAN & AUSTRALIAN SERVICE.

FOR	STEAMER	ABOUT
SHANGHAI, NAGASAKI, KOBE & YOKOHAMA	PRINZ HEINRICH	WEDNESDAY, 25th April.
SHANGHAI, NAGASAKI, KOBE & YOKOHAMA	ROON	WEDNESDAY, 9th May.
YOKOHAMA & KOBE	WILLEHAD	WEDNESDAY, 26th June.

* Reaching Yokohama in less than 6 days.

TRANS-PACIFIC THROUGH TICKETS FROM HONGKONG.

VIA VANCOUVER OR SAN FRANCISCO TO NEW YORK by the C. P. R. Co.'s steamers, P. M. S. S. Co. or O. S. S. Co., T. K. K. and from NEW YORK TO EUROPE by the magnificent Express steamers of the Norddeutscher Lloyd are issued at the following rates:

	1st Class
TO LONDON VIA PLYMOUTH OR SOUTHAMPTON	£61. 0. 0.
TO BREMEN	63. 10. 0.
TO PARIS VIA CHERBOURG	65. 0. 0.
TO NAPLES, GENOA VIA GIBRALTAR	65. 0. 0.

NORDDEUTSCHER LLOYD.

For further Particulars, apply to

MELCHERS & CO.,
AGENTS.

Hongkong, 14th April, 1906.

Intimations.

THE YOKOHAMA DOCK CO., LTD.

No. 1 DOCK.

Length inside, 514 ft. Width of entrance, top 85 ft.; bottom 75 ft. Water on blocks, 27.5 ft. Time to pump out, 4 hours.

No. 2 DOCK.

Length inside, 375 ft. Width of entrance, top 60.5 ft. bottom 45.8 ft. Water on blocks, 26.5 ft. Time to pump out, 3 hours.

THESE DOCKS are conveniently situated in Yokohama harbour and the attention of Captains and Engineers is respectfully called to the advantages offered for Docking and repairing Vessels and Machinery of every description.

The plant and tools are of recent patterns for dealing quickly and cheaply with work, and a large stock of material is always at hand, (plates and angles all being tested by Lloyd's surveyors).

Two powerful Twin Screw Towboats are available for taking Vessels in or out of Dock, and for taking Sailing Vessels in or out of the bay. The floating derrick is capable of lifting 35 tons.

Steam Launches of Steel or Wood, Lighters, Steel Buildings and Roofs, Bridge Work, and all kinds of Machinery are made on the premises.

Tenders will be made up when required and the workmanship and material will be guaranteed.

The cost of Docking, and repair work, will be found to compare favourably with that of any port in the world.

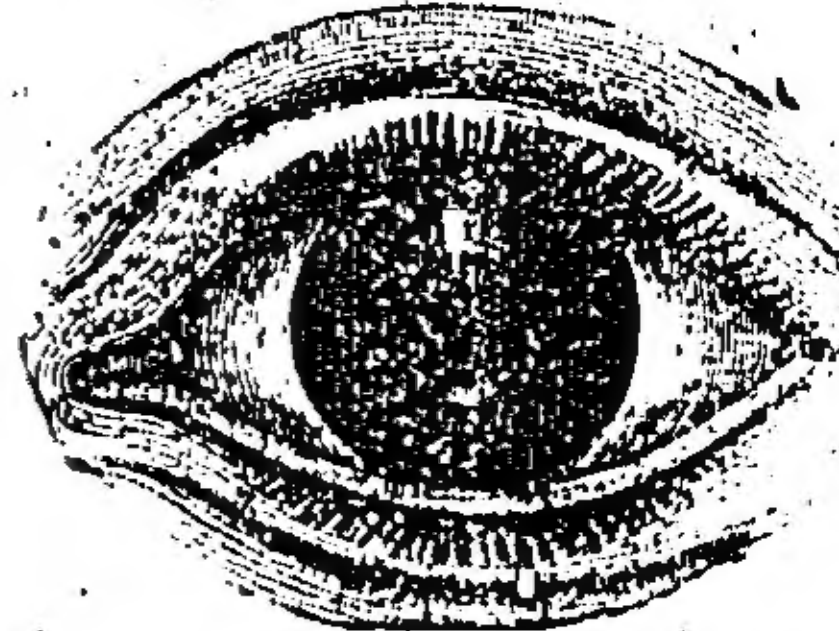
Telephone: Nos. 378, 506, or 681.

Telegrams, "Dock, Yokohama," Codes A. B. C. 4th and 5th Ed.

Liebers, Sootts, A. I. and Watkins.

Yokohama, May 23rd, 1905

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EYES

RIGHT!

N. LAZARUS, OPHTHALMIC OPTICIAN,
3, PEDDER STREET, HONGKONG.

WILL test your eyes free of charge, and if they are wrong will put them right.

Lenses Ground. All kinds of Repairs. Spectacles for all requirements. Ask, or write, for Illustrated Booklet on "Defective Sight"—free.
LONDON, 21, John Street, Bedford Row, W.C. CALCUTTA, 59, Bentinck Street. SHANGHAI, 566, Nanking Road.
Hongkong, 27th November, 1905. [48]

WEST RIVER BRITISH STEAMSHIP CO.

HONGKONG-KONGMOON AND KAUKONG LINES.

S.S. "TAR HING."

SAILS every SUNDAY, TUESDAY, and THURSDAY, at 7 P.M., for the above Ports. THE ROUND TRIP OCCUPIES ONLY 36 HOURS.

HONGKONG-WUCHOW LINE.

S.S. "LINTAN" and S.S. "SAN-UI."

SAILING TWICE A WEEK. THE ROUND TRIP OCCUPIES 51 DAYS. THE steamers sail from HONGKONG to SHANGHAI, SHUHHING, FAKING and WUCHOW. They pass through the Canton delta, and steam up about 150 miles through the gorges, and beautiful scenery of the West River.

Fare for the Round Trip \$30. These steamers have excellent Saloon Accommodation, and are Lighted by Electricity. For further information, apply to—

BUTTERFIELD & SWIRE,
AGENTS,
WEST RIVER BRITISH S.S. CO.,
HONGKONG.

Hongkong, 23rd December, 1905

[14]

JAVA-CHINA-JAPAN LIJN.

REGULAR THREE-WEEKLY SERVICE
BETWEEN
JAVA, CHINA, AND JAPAN.

Steamer.	From	Expected on or about	Will leave for	On or about
TJIPANAS	JAPAN	Second half April	JAVA PORTS	First half May
TJILATJAP	JAVA	Second half April	JAPAN VIA SHANGHAI	First half May
TJIMAH	JAVA	Second half May	JAPAN VIA SHANGHAI	Second half May
TJILIWONG	JAPAN	Second half May	JAVA PORTS	Second half May

The Steamers are all fitted throughout with Electric Light and have Accommodation for a limited number of Saloon Passengers, and will take Cargo to all Netherlands India Ports on through Bills of Lading.

For Particulars of Freight and Passage, apply to
THE HEAD AGENCY
OF THE
JAVA-CHINA-JAPAN LIJN.

Telephone No. 375.
YORK BUILDINGS, 1st Floor.
Hongkong, 16th April, 1906.

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KWONG SANG & Co.,
No. 70, WELLINGTON STREET.

GENERAL DRAPERS, MANUFACTURERS and DEALERS in Ladies, and Children's Underwear, Silk, Pongee, Grass-cloth, Fancy and Piece Goods, &c.
Latest style of Ladies' Blouses and Gentlemen's Shirts made to order.

TRIAL ORDER SOLICITED.
Hongkong, 1st February, 1906. [180]

THE HONGKONG STUDIO.

HIGHER CLASS PHOTOGRAPHER,
41 & 43, QUEEN'S ROAD CENTRAL,
TOP FLOOR.

PORTRAITS, GROUPS and ENLARGING and COPYING in all Sizes.

LARGE SELECTION OF VIEWS ALWAYS ON HAND.

PRICE VERY MODERATE
Hongkong, 15th September, 1905

[65]

FOR SALE

WELSBACH'S INDOOR and OUTDOOR 4-LIGHT GAS ARC LAMPS,

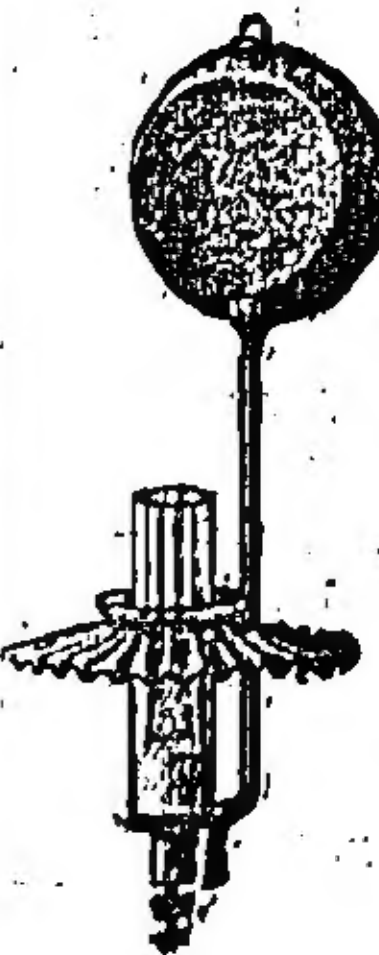
Do. BOXED LIGHTS,
Do. HARP LAMPS.

Do. MANTLES, CHIMNEYS, GLOBES, SHADES, &c., &c.,

and INCANDESCENT GASOLINE LAMPS of all descriptions from best makers.

NAPHTHA of the best kind for GASOLINE LAMPS and GASOLINE ENGINES, kept in stock.

TAT KWONG CO.,
109, Des Voeux Road Central.
Hongkong, 10th April, 1906. [1]



Intimations.



A. S. WATSON & CO.,

LIMITED.

ESTABLISHED A.D. 1841.

CHEMISTS BY APPOINTMENT

TO

HIS EXCELLENCY THE GOVERNOR.

HYGIENOL

(REGISTERED).

A POWERFUL

DISINFECTANT,

GERMICIDE

DEODORISER

CHEAP

HARMLESS

EFFECTIVE

A. S. WATSON & CO.,

LIMITED,

ALEXANDRA BUILDINGS,

Hongkong, 3rd March, 1906.

\$16.00

WILL BUY A CASE

OF

GREGOR & CO.'S

IMPERIAL

HIGHLAND

WHISKY.

NOT ONE OF THE BEST,

BUT

THE BEST!

GREGOR & Co.,

19, QUEEN'S ROAD CENTRAL.

Hongkong, 15th June, 1905.

All communications intended for publication in "The HONGKONG TELEGRAPH" should be addressed to The Editor, 1, Lee House Road, and should be accompanied by the Writer's Name, and Address. (Ordinary business communications should be addressed to The Manager.) The Editor will not undertake to be responsible for any rejected MS., nor to return any Contribution.

SUBSCRIPTION RATES (IN ADVANCE).
DAILY—\$80 per annum.
WEEKLY—\$18 per annum.
The rates for quarter and per annum, proportional. The daily issue is delivered free when the address is accessible to messenger. On copies sent by post an additional \$1.80 per quarter is charged for postage. The postage on the weekly issue to any part of the world is 30 cents per quarter. Single Copies. Daily, ten cents. Weekly, twenty-five cents.

The Hongkong Telegraph

HONGKONG, WEDNESDAY, APRIL 18, 1906.

CANTON'S POPULATION.

Recently, Mr. Henry Humphreys called the attention of the Sanitary Board to the desirability of securing the returns of the rate of mortality per mille in Macao and Canton, the object being to discover, if possible, in what degree Hongkong was affected by the prevalence of disease in these ports. It had been suggested that plague in Canton was by no means so serious as several observers had sought to contend, and that despite the lack of proper sanitary measures the capital of Southern China was in a comparatively healthy condition. The most diverse opinions prevail on this point, and so far it has been impossible to verify them one way or the other. As for Macao, weekly bulletins are issued on the subject, with the result that a comparative statement on the existence of disease and the mortality statistics in that Colony may be compiled, but Canton is in an entirely different position. In the first place, no authentic record exists of the population of that crowded city, and nobody has conceived it to be advisable to take a census of the inhabitants. Even if definite returns of the deaths which occur in Canton were obtainable they would be valueless as a statistical statement in the absence of any accurate knowledge regarding the residential and floating population. Almost every writer who has visited and studied life in Canton has made an attempt to guess at the number of those who live in that centre of Chinese activity, but their authority for the statements published has usually crumbled away when subjected to acute examination. One writer estimated the population of Canton in 1874 at 1,500,000; another in 1881 placed it at 1,600,000; still another, in 1900, believed it to be 2,500,000; while others have recorded their guesses at anything between 750,000 and 2,000,000. Obviously, while all are agreed that there is an immense population in and around Canton, the figures given by passing chroniclers are really worth nothing, for the very differences shown in the estimates indicate that they are without official or authoritative backing. His Excellency the Governor interested himself in the Board's recommendation and framed a minute on the subject, in which reference was made to the statements appearing in various English, French and American publications as to Canton's population. In concluding his remarks, his Excellency wrote: "I think the above notes should satisfy the Sanitary Board that even if we can get with any approach to accuracy through inquiries at the Chinese hospitals, Kaitong committees and coffin shops a record of the deaths at the city, these would scarcely enable us to estimate the rate of mortality per thousand of the population of the city." The probability is that even were it possible to secure an official statement regarding the population of Canton it would only be approximately accurate. Canton has a large transient population both on shore and afloat. It is visited by large numbers who come from the interior, remain a few days in the city and then return to their homes. They cannot be described as residents, and yet their presence on any particular day when a census was being compiled would affect the returns in such a way as to nullify their reliability in respect of mortality statistics. In cities such as Liverpool and Manchester where people actually reside—that is to say, have their dwellings to which they return no matter how far afield they may roam—the census returns can be accepted as an indication of the city's growth and upon these figures the Registrar-General calculates the annual and quarterly population. So close is it possible to make these calculations that after ten years, when another census is taken, it has been found that the estimate and the returns have differed by only a few hundreds. It is to be feared, however, that such a condition of things will never be found to prevail in Canton so long as it contains a migratory population. The houses have been numbered and, as Mr. Lau Chiu Pak suggested, a census of the people might be taken, but aside from the fact that the task would be a prodigious one, especially in the hands of inexperienced enumerators, there is a variety of other factors which would vitiate the value of the recorded number of people actually in Canton. His Excellency has written "I fear it is very unlikely we shall be able to ascertain the Canton rate of mortality with any approximation of accuracy, as I believe that even the total population of that city is not known within a quarter of a million," and that is probably the last word that can be said on the subject for many years to come.

HONGKONG'S WATER SUPPLY.

Householders will note with considerable satisfaction that, as the result of the efforts of Jupiter Pluvius during the past few days, the Water Authority has decided to abolish the restrictions which for some time have been in force, and provide Hongkong, with the exception of the central districts which is controlled by the rider main system, with a full and continuous supply of water from tomorrow. Those residing within the rider main area will obtain a supply limited to two consecutive hours, between sunrise and sunset—an increase of one hour in which to lay in a reserve. This concession on the part of the Water Authority will be best appreciated by those who are least able to afford the necessary expense entailed by a limited or intermittent supply of fresh water. It is a curious fact that anything which should tend to dislocate the public service falls most severely on the poorer classes of the community. Yet it is beyond doubt that a restricted water supply means increased expenditure for water carriers to those living in tenement houses. It seems that in times of drought, when the water supply is limited to a short period every day, all the tenants of a house in Wanchai, for instance, start to refill their jars and other utensils simultaneously. Naturally, there is a greater flow of water through the pipes on the basement, with the result that occupiers on the first and second floors have to wait the pleasure of their under neighbours before the full rush of water reaches the higher level. Indeed, in some houses, the flow to the upper storey is wholly cut off until the needs of the basement have been supplied, and frequently but little time is left for those on the upper floors to provide for the domestic wants of the day. It may be that in the future the reservoirs of the Colony will be of sufficient capacity to ensure a continuous supply of water all the year round, but that time is still far distant. A noteworthy point is, though the supply period is restricted, almost as much water per head of the population is drawn from the reservoirs in the short time when the mains are open as in ordinary seasons, when a full and continuous supply is allowed. In the rider main district, which embraces the area within Causeway Road, Wyndham Street and Sands Street, the supply will still be restricted, but those who have managed to eke out the quantity of water obtained in one hour daily will not cavil at the extension of that time by another hour. Now that the rainy season is upon us, we may take it for granted that there will be no further stoppages in the free use of water, and the people residing in the central section of the city may assume that, in a few more days they also will have the privilege of a constant and unrestricted supply of water, which is the best sanitary agent at the command of the Government.

HONGKONG MILITARY EXPENDITURE.

Although there has been a slight decrease in the Army Estimates for next year, there is no effort to curtail the expenditure on behalf of the forces in China. Estimates for the Far East are somewhat difficult to analyse for the simple reason that the establishments at Hongkong, Wei-hai-wei and, in the case of the Garrison Artillery, Singapore are grouped together in a fashion that makes it impossible to find out exactly how matters stand, but a general idea may be obtained of the military position in this part of the world. The total number of officers and men to be assigned for duty in China stands at 7,233, which includes Europeans, Indians and Chinese, and comprises Artillery, Royal Engineers, Infantry, Army Service Corps, Royal Army Medical Corps, native Indian Infantry, and the Chinese regiments. The total pay of the regiment is £11,860, while the total pay of the four companies of Royal Garrison Artillery at Hongkong and of the two companies at Singapore amounts to £10,300. It will be recognised that much of that sum, which together with various other payments reaches the total of a quarter of a million dollars, will, in all probability, be expended in the Far East. This pay and other expenses of the Indian troops in North China is stated at £115,000—or over a million dollars. Under the heading "Quartermasters, land transport, remounts, and supplies," there is a sum of £54,030 placed against Hongkong, and that money, we may take it, will be spent in the Colony to the benefit of coolies, tradesmen, and contractors. It is interesting to note that the approximate annual cost of clothing, per man, of the Hongkong-Singapore Battalion of Royal Artillery is—sergeant, £4 14s 6d; rank and file, £3 14s 11d; and recruit, £7 4s 3d. The Engineer services at Hongkong and in North China are estimated together, the total expenses in connection with that branch of the Army being estimated at £6,289. The aggregate expenditure for military purposes, in Hongkong and North China during 1906-7, is estimated at £563,774, or over five and a half million dollars. It is difficult

to say, of course, what proportion of that amount will be left in China, but there can be no doubt that much of it will remain in the Far East, contributing to swell the coffers of local concerns. The importance of the Army to Hongkong is best evidenced, however, in the provision which has been made for new works. In the case of the construction of new buildings, etc., the coolie labourer is bound to benefit, for under the command of a few Europeans who may be military men or civilians, they will perform the greater part of the operations in connection with the new works. It is estimated that a sum of a quarter of a million of dollars will be required for necessary improvements and extensions, and provision is made in the Estimates for the expenditure of that sum. Although the cost of the works appears under the Army Estimates, it is explained that a considerable portion of the expenditure will be debited to the Admiralty. The coolie labourers who are employed by the military authorities are therefore assured of constant employment during the next year or two, and as the coolie retains in Hongkong the money paid for his services, the Imperial Government disbursements must eventually contribute to the prosperity of the Colony.

LOCAL AND GENERAL.

THE German mail steamer *Deutschland* has maintained wireless communication all the way from New York to the Lizard.

THE Governor of Kwangsi has memorialised the throne that Nanning should be made the metropolis of the province and also opened for foreign trade.

THE British Admiralty has ordered from Cammell, Laird, and Co., Sheffield and Liverpool, a turbine, torpedo-boat destroyer, which is to have a speed of 36 knots.

THE editor of the St. Petersburg *Novosti* has been sentenced to a year's imprisonment for offences against the press laws of the Empire. The *Novosti* has, at the same time, been permanently suppressed.

THE second case in the calendar for the Criminal Sessions, that of Chan Kau and Ho Sau, charged with assault and robbery with violence from Lau Kau in the harbour, on the 4th ult., has been set for trial before His Honour the Chief Justice, Sir Francis Piggott, at 11 a.m. to-morrow, Thursday.

A BANK clerk at Brunswick, named Brunke, who was betrothed to Fraulien Haier, found himself equally attached to her sister. The three of them decided to commit suicide. Brunke shot both girls dead and attempted to commit suicide, but failed to inflict fatal injuries. The girls' mother afterwards committed suicide through grief. On his recovery, Brunke was tried and sentenced to eight years' imprisonment.

By kind permission of Lt. Col. Aitkin and Officers, the Band of the 11th Infantry will play the following programme of music at the King Edward Hotel, during dinner, on Thursday, the 19th inst., weather permitting:—
March—*"Taverna"* Home
Overture—*"Flute Duet"* Suppe
Waltz—*"Bliss Sweet"* Lowthian
Selection—*"A Gaiety Girl"* Jones
Song—*"Home"* Adams
Pav. Solo—*"Choir"* Applin
God Save the King.

A LETTER has been received by the Premier from Mr. Sutor, the New South Wales Commercial Agent in the East, enclosing some very favourable comments from the leading papers in Japan and China on that State and its progress. Mr. Carruthers says it is an excellent thing to know that such an amicable feeling exists towards us. This feeling should be, he thinks, reciprocated by the traders and journals of the State. In view of the criticism we sometimes have to put up with in England, it is, the Premier says, some consolation to learn of the good impression we are making in the East, especially as they are boycotting American goods.—*Sydney Telegraph.*

AUSTRALIAN papers print the following London despatch:—The high schools at Odessa have struck, as a protest against the execution of the rebel leader, ex-Lieutenant Schmidt, after having been tried and found guilty by court-martial on board the cruiser *O chakoff*. Two thousand of the sailors on the Sevastopol station at the same time hoisted black flags on their ships as a token of mourning. Thereupon Vice-Admiral Chukhin, who commands the Black Sea Squadron, ordered a bombardment of the vessel in question, but countermanded his order on receipt of instructions from St. Petersburg. It is reported that ex-Lieutenant Schmidt was shot because no hangman was available to execute him in accordance with the verdict of the court-martial.

SERGEANT Lee, of No. 2 Police Station, placed twelve natives before Mr. F. A. Hazeland this morning. The first and second defendants—a man and a woman—were charged with keeping a common gaming house at No. 49, Nullah Lane, Wanchai, and the remainder with playing *ngau-pai* on the premises last night. Evidence was heard to the effect that the woman was the dealer. The fourth defendant won the first hand; the woman took in the losing stakes, and gave the winner fifty cents, receiving back from him three cents as commission. At this stage the police entered and secured the players, together with the gambling paraphernalia, and \$2.50 found on the table. The defendants afterwards admitted the charge. His Worship fined the first two defendants \$50 each, and the others \$25 apiece.

MR. W. Murray Scott, manager of the Taikoo Sugar Refining Company, Ltd., left for home to-day by the steamer *Empress of India*, on twelve months' furlough.

It is stated that Belgian, American and English capitalists have finally arranged for the construction at Tanoura near Moji of a big dock capable of accommodating twenty-thousand-ton steamers.

DURING the trial of Hurbj Roj, charged with manslaughter, at the Criminal Sessions this morning, the body of the Court was packed with a highly attentive and interested audience composed of Indian watchmen, all of whom followed the proceedings very closely.

SAMUEL Thompson, fireman, s.s. *Montague*, was charged before Mr. F. A. Hazeland, at the Magistracy this morning, with being drunk and incapable in Queen's Road Central last night. "Yes, sir," said Thompson, "I was drunk and I'm very sorry too." A fine of \$3 was imposed.

LEAVE of absence on private affairs to the neighbouring countries has been granted to the Rev. G. Seale, C.F., from 28th April to 1st July 1906. During his absence his duties will be performed by the Rev. W. E. Godson, M.A. Communications for the latter should be addressed to C. M. S. House, (Haldon), West Point. Leave of absence on private affairs has also been granted to Captain A. W. Tuke, I.M.S., (attached 11th Infantry) from 1st May, 1906 to 31st January 1907.

THE Hon. Mr. Robert Shewan left Hongkong for England by the steamship *Empress of India* this afternoon. There was a large number of his friends at the wharf and they wished him a hearty *bon voyage*. Last night the office staff of Shewan, Tomes and Co. presented their chief with a handsome set of bound volumes in token of their respect and esteem. It is rumoured that Mr. Shewan will return a Benedict, but that will not be for some time as he intends to remain in the United Kingdom for several months.

MESSRS. Melchers & Co., agents in Hongkong for the Norddeutscher Lloyd, Imperial German Mail Line, announce that to those exporters from China, Hongkong and Japan to Europe, or to ports *via* Europe, who, from the 1st May to 31st October next, may have found it to their interest to confine their support and shipments, during that period, to the Imperial German Mail Line, a rebate of five per cent, on the freight paid as per bill of lading, will be allowed. To those who, on the 30th April, 1907, have confined their support and shipments during the whole twelve months to the line, a further five per cent, on freights contributed up to 31st October, 1906, and five per cent, on those from that date to 30th April, 1907, will be made. While those who, on the 31st October, 1907, have given their shipment during the previous eighteen months to the line, an additional five per cent, on freights contributed during the six months ending 30th April, 1907, is promised.

THE consumption of saccharine is steadily increasing in Japan and the Government has raised the customs duty on the article from ¥5.50 to ¥6.00 per kilo or catty with a view to checking its importation, as it is considered injurious to health. It is stated that, there being yet six months before the new tariff comes into force, two prominent foreign firms in Kobe have undertaken to import saccharine to the amount of fifty or sixty thousand pounds each, which will be received before the tariff is increased. According to the *Japan Chronicle* sugar refiners maintain that if this is allowed, the object of the Government in checking importation will not be gained and further that the sugar-refining industry will be seriously affected. Mr. Fujiki, of the Japan Sugar Refining Company of Osaka, is reported to have left for Tokyo on Saturday with a view to urging the Government to take action to prevent the importation of large quantities of the article in anticipation of the new tariff.

IN the Summary Court this morning, the Shuo Yik Cheong firm sued the Tai Cheong Fung Ki, Mo Hon and Ne Kam Wing firm for recovery of the sum of \$526.50, being principal and interest due on a promissory note dated 14th October, 1904. Mr. E. J. Crist, of Messrs. Wilkinson and Crist, appeared for the plaintiff firm, and Mr. P. W. Goldring, of Messrs. Britton, Hett and Goldring appeared for the defendant firm. Substituted service of the summons was proved, Mr. Goldring, stating that the firm had been reconstructed and he was merely present to watch the proceedings on behalf of the new firm. Plaintiff having proved the claim, judgment was given with costs against the defendant firm. Li Yau, a grocer of Hongkong, sued Fan On, head coolie, for recovery of the sum of \$1 4/8, being the amount due for provisions supplied on defendant's order for his coolies, and not paid for. Service of summons was proved, and defendant not being present, judgment was given for plaintiff with costs against the defendant.

THE Casino receipts between January 1 and the end of February show an increase over last year of £100,000. It will be remembered that at the beginning of 1906 figures showed a decrease of £62,000, so that more than £160,000 over the usual receipts have been taken in two months. The question of building a second casino within the Principality at Beauvoisin is now reached a most interesting stage. Permission to build a Casino has been granted, the syndicate has been formed, and the site bought. The position is on the very frontier line between France and Monaco, near the La Lubie railway station, and is at present occupied by a small buvette and the Hotel Monfleur, whose proprietors are offered some £30,000 to leave. These premises are to be pulled down, and the new Casino erected in its place. The acquiring syndicate command a capital of £80,000, and are registering their enterprise as a Société Anonyme, under French company law. M. Camille Blanc has resigned the mayoralty of Beauvoisin.

TELEGRAMS.

"HONGKONG TELEGRAPH" SERVICE.

CHINESE POSTAL SERVICE.

CUSTOMS CONTROL REMOVED.

INDEPENDENT CHINESE BOARD TO BE APPOINTED.

[From Our Correspondent.]

Shanghai, 18th April, 2.10 p.m.

It has been decided that the control of the Postal Department in China shall be withdrawn from the Imperial Customs service.

The Department will be placed under the direction of an independent Chinese board.

The Postal Department was only established a couple of years ago

[Reuter's.]

Gun Explosion on an American War Ship.

LONDON, 16th April.

An explosion has occurred in the American war ship *Kearsage* at gun practice by which a lieutenant and five men were killed and many injured.

Later.

The Kaiser's Austrian Telegram.

The German press is inclined to deplore the Kaiser's telegram to Austria-Hungary.

The message is everywhere regarded as an indirect reprimand to Italy on her attitude at the Algeiras conference, in the same way as boycotting the new loan demonstrated the displeasure of Germany against Russia's attitude.

Later.

The Kaiser's Telegram and the Triple Alliance.

The *Frankfurter Zeitung* says, that the Kaiser's telegram is a clear indication that the triple cut but a poor figure at the Algeiras Conference, and that perhaps it has already gone to pieces.

Germany and the Vesuvius Eruption.

The German Ambassador at Rome has tendered official condolences on the Vesuvius disaster.

EXHIBITION FOR VISITORS.

ORIENTAL SPECTACLE IN QUEEN'S ROAD.

Visitors to Hongkong, who walked along Queen's Road Central, were regaled with a characteristically Oriental sight to-day. A coolie named Tong On, employed at the Connaught House Hotel, was caught yesterday filching money from the office of the Hotel. It seems that the young rascal had ingeniously filed an old key down to the required size so that it would open a drawer in which money was kept. He did not visit a locksmith with an impression of the key, but relied entirely on his own resources. At all events, he managed to open the drawer and appropriated \$6.44, which belonged to the proprietor, Kwai Chiu Kwan. He made his debut before Mr. F. A. Hazeland at the Magistracy this morning and was sentenced to undergo six weeks' hard labour and to be exhibited in the stocks for six hours. In accordance with the usual custom of the coolie was by his pig-tail to the cage of his offence and placed in the pavement outside the Connaught House Hotel. It happened that to-day there was a very large number of travellers in town and by some magnetic impulse they all seemed to find it necessary to pass the Hotel before which the coolie sat, the picture of misery. Many of them had never heard of the stocks, except as a medieval form of punishment inflicted on vagabonds and beggars. Naturally when they came across the real thing they stopped to view the miserable prisoner. They flocked round him in crowds, craned their necks over the heads of those in front to get a better sight of the delinquent, and made remarks on his appearance. The fact that the imprisoned, stock-bound coolie understood English did not occur to them, or if it did they disregarded it. It was a sort of free circus exhibition and they appreciated it accordingly. So great was the crowd at times that the police, trying to look stern, called upon the spectators to "move on." The male contingent of on-lookers shuffled off, but the ladies, who formed the greater proportion of those who stood and watched the coolie, refused to be hustled. For the six hours that the convicted thief sat on the "cold, cold ground," he was surrounded by people, and it is certain that nobody enjoyed the glare of publicity less than he did. His former comrades took surreptitious peeps at him and doubtless formed good resolutions for the future. The coolie in the stocks must have been highly glad when the time arrived for him to retire to the privacy of his cell.

SHIPPING AND MAILS.

MAILS DUE.

English (*Deila*) 19th inst. 6 a.m.
American (*Korea*) 19th inst. 6 a.m.
German (*Prins Bittil Friedrich*) 23rd inst.
German (*Prins Heinrich*) 25th inst.
Indian (*Kumsang*) 29th inst.
Canadian (*Tartar*) 1st prox.
German (*Willhad*) 7th prox.

The Imperial German Mail s.s. *Willhad* left Sydney on 15th inst. at 10 a.m., and may be expected here on 7th prox.
The I. C. S. N. Co.'s s.s. *Kumang* left Calcutta for this port *via* the Straits on 13th inst., and may be expected here on 29th inst.
The P. M. S. Co.'s s.s. *Korea* sailed from Shanghai yesterday afternoon, and will be due to arrive at this port to-morrow, between 5 and 6 p.m.

TELEGRAMS.

"HONGKONG TELEGRAPH" SERVICE.

DISASTROUS EXPLOSION.

MAGAZINES BLOWN UP AT OSAKA.

[From Our Own Correspondent.]

Shanghai, 18th April, 2.10 p.m.

A disastrous explosion has occurred in a block of magazines belonging to private owners at Osaka.

Full particulars as to the damage and casualties have not yet been received.

[Reuter's.]

LONDON, 16th April.

Large Fortunes in America.

President Roosevelt, in a speech, said that it would ultimately become necessary to consider the adoption of a progressive tax on the transfer of unhealthy swollen fortunes, in order to prevent individuals from inheriting over a certain sum.

Later.

President Roosevelt's speech has made a sensation in America, the passage referring to large fortunes is described as advanced socialism, and is anticipated to overshadow pending economic questions.

The Import of Gold to the United States.

For the purpose of encouraging the import of gold to the United States, the Secretary of the Treasury has arranged to lend banks money during the transit of gold from Europe.

BLACKMAILING WOMEN.

TO JOIN THE REBELS IN CHINA.

Kun Tung-wah, an unemployed coolie, residing at No. 22, Fok Hing Lane, Yau-mat, was this morning charged at the Magistracy, before Mr. F. A. Hazeland (1) with demanding \$30 with menaces from three women of the "Khey Fah" house at No. 10, Temple Street on the 16th instant, (2) stealing wooden stools and a wash basin from the same house, and (3) damaging property to the value of \$8. From the evidence heard it transpired that on Thursday last the defendant first made his appearance at the house and asked for money to enable him to return and join the rebels in China. He was refused. He again returned on the next day and obtained 70 cents from each woman. On the 16th, defendant went to the house and said he wanted \$12, but would be content to take \$12 from each woman. When he was refused, defendant commenced breaking furniture in the house and left. Afterwards one of the women went to Yau-mat Police Station and reported the matter. There, Sergeant Appleton gave her some marked money. At ten o'clock yesterday morning defendant returned and picking up a chopper to enforce his words, threatened to "chop them to death," if the money was not to be had. The women then handed him the money. On leaving the premises defendant was arrested, and the marked money found in his pocket. Corroborative evidence was given. His Worship said that there was no doubt defendant was a dangerous character, and sentenced him to three months' hard labour and six hours' stocks, and to be banished.

ALLEGED SWINDLE.

WIDOW RELIEVED OF \$3,000.

Wong Ju Tung, a sales man, employed at a firm at No. 216, Wing Lok Street was brought up on remand before Mr. C. A. D. Melbourne, at the Magistracy this afternoon, being charged with obtaining \$3,000, by means of false pretences, from a widow named Chan Cheung, of No. 5 Po Yan Street, on 18th January last.

Mr. Otto Fong Sing appeared for the prosecution, and Mr. E. J. Grist, (of Messrs. Wilkinson and Grist) defended.

It appeared that on 14th January last the widow was introduced to the defendant by a house-broker. After a few days, the defendant told the widow that dealing in house property in Hongkong was a profitable concern, and spoke to her about going into partnership for the purchase of a house at No. 53, West Street, for \$4,000. Two days later the widow went to defendant's house at No. 3, Selby Street and handed him \$3,000 in banknotes. After counting the bills, the defendant said something about giving her a receipt when suddenly somebody burst into the room and told the defendant that a telegram had just arrived calling him away on business. The defendant, it was stated, told the complainant to wait until his return. She waited until ten o'clock that night but saw no sign of the defendant. Next morning when she returned to defendant's house, the house was closed and the inmates gone.

Further evidence was heard, and the case adjourned.

THE WEATHER.

The following report is from Mr. F. G. Figg, First Assistant of the Hongkong Observatory:—On the 18th at 11.45 a.m. The barometer has risen over China and S. Japan, and fallen in the extreme N.E. of Japan. The depression which has deepened, lies now in the Pacific off Hokkaido. Pressure is high over the Yellow Sea. Strong N.E. winds are indicated in the Formosa Channel and over the N. part of the China Sea. Forecast:—Strong S. breezes; dull, some rain.

MACAO NOTES.

[From Our Own Correspondent.]

Macao, 16th April.

A sou'-wester blew with terrific violence shortly before one o'clock this afternoon. The gale was accompanied by a torrential down-pour of rain for quite half an hour. To all appearances it seemed as if a tornado was sweeping across these regions; fortunately, the storm was of short duration. The wind blew down the large match which is every year put up at this time for a sort of Chinese theatre in the public square at Baira. A large number of the audience who happened to be in the match during the storm were wounded by the collapse of the structure; some had to be carried away with fractured limbs, while others were removed to hospital suffering from more or less serious injuries. Fortunately the match collapsed after the religious function had been completed of what is hierarchically translated from the Chinese as the "Opening of the Peach," or the annual ceremony peculiar to the natives reminiscent of the world's creation. The congregation on this occasion was unusually large. The large majority taking part in the festival had left at its conclusion, but there were many others who remained to wait until the storm subsided. Had the disaster occurred while the ceremony was in progress there is no knowing what the casualties might have been, when it is easily imagined that in the panic and rush for an exit the hundreds of Chinese gathered together under the thatched roof of the match would have trampled one another to death.

On Palm Sunday at ten o'clock in the forenoon the wind veered from south to north, and continued to blow a stiff gale with heavy rain showers for close on two hours. It is reported that it was a tornado. However, the damage caused by the storm is of little or no consequence. From Lappa the report reaches this city that a building collapsed burying seven Chinese under the debris.

A POSTAL RETROGRESSION.

I hear, but with what degree of accuracy it has not yet been ascertained, that the local Post Office will, under suspicion, open all letters arriving at this city which may be supposed to contain foreign banknotes. These are liable to confiscation if found enclosed in letters. This is certainly a retrograde step. The idea is to discourage the remittance of money to Macao otherwise than by means of the recently instituted money order system. Without in any way suggesting any disparagement of the officers of the postal department of Macao who may be and, if fact, are trusted officials, the power vested in the department of opening letters suspected of containing banknotes may be so far exceeded as to leave the door wide open to abuse leading to the integrity of the post office of the city, which is at present above suspicion, being called in question. Before the Governor sanctions the operation of the order whereby letters can be opened, it may be well if His Excellency would consider that remitters send money at present as heretofore at their own risk and have not to pay the commission which a money order involves. Seeing that in many cases money is remitted for the subsistence of aged and poor parents where a saving, however small, can be effected it is always a consideration not to be lightly thought of.

DROWNED IN A RESERVOIR.

MYSTERIOUS OCCURRENCE AT CAUSEWAY BAY.

Information reached the police at No. 2 Police Station yesterday morning to the effect that the dead body of the foreman coolie at the Hongkong Cotton Spinning, Weaving, and Dyeing Company, Limited, at Causeway Bay, was found floating in the firm's reservoir. Sergeant James Lee went to the premises and after dragging the body out of the water, had it removed to the Morgue. It is surmised that, on the 15th instant, deceased went to the reservoir and while standing on the coping lost his balance and fell into the water. The body was discovered by an employee of the firm mentioned. Another theory is that while the deceased was engaged in his washing operations, he was suddenly stricken with heart failure. A post-mortem examination will be held.

PLAGUE RATS.

HINTS FOR HOUSEHOLDERS.

A letter, which appeared in our columns a few days ago, says the *Hon Kong Gazette*, serves to illustrate the difficulties in the way of adopting the suggestions put forth elsewhere as to the disposal of dead rats found in dwelling houses or business premises. Our correspondent says he instructed a khaki-dressed Muk-kadam and a sweeper to remove a dead rat from his staircase, send it to Parel and have it reported upon as to whether it had died of plague. These servants of the public removed the rat, but instead of carrying it, or causing it to be carried to Parel, they hung it away at the corner of a street. The question arises whose duty was it to convey the rat to the Parel Laboratory? Certainly, not that of our correspondent, even on the promise of a telephonic message informing him whether or not it had died from plague. With all deference to other opinions we hold that the best way to dispose of a dead rat, if on one floor, is to pour kerosene on it and apply a match. If on a wooden floor, to cover it with carbolic powder or other disinfectant and call in the sweeper. The danger of carrying a dead rat to Parel is that during transit every flea on the animal has a chance of jumping on the carrier, biting him a hundred times and jumping into the houses and shops on the way, and carrying infection to hundreds of other persons en route. The telephonic message announcing that the rat had died of plague would be of little value, even to those few who are on the Telephone Company's list of subscribers, if in the meantime they had contracted the disease. Disinfect the premises by all means, but on no account handle the rats.

NEGLIGENT NAVIGATION.

MASTER'S CERTIFICATE SUSPENDED.

Before the Hon. Captain L. A. W. Barnes-Lawrence, R. N., Marine Magistrate, an inquiry was held into the circumstances connected with the charge of negligent navigation preferred by Mr. E. Osborne, secretary of the "Star" Ferry Company, against Wong Yon Su, master of the steam launch *Taikoo*. Mr. Osborne stated that on the 14th inst. at about 9.50 a.m., he was crossing to Kowloon in the *Polar Star*, and heard a whistle (one short blast), and saw the launch *Taikoo* a little abaft his starboard-beam, going much faster than the *Polar Star*. After hearing her whistle the *Polar Star* starboarded her helm, and eased her engines, but it looked to him as if a collision would occur. He walked forward and observed the *Taikoo* cross his bows about 30 or 40 feet off, and having crossed proceeded round the *Polar Star*'s bows to the *Taming* lying at a buoy on his port quarter.

Mr. Jones, Superintendent of Messrs. Butterfield and Swire, said he was a passenger in the *Taikoo*, on the morning in question. The *Taikoo* came out from Butterfield and Swire's Pier and proceeded to the *Taming*. After starting, he observed the *Polar Star* on his port bow, and he reckoned that as she was the crossing ship she had to give way. He could not say whether the *Taikoo* blew her whistle or not. She ported a little and after clearing the *Polar Star* starboarded to clear another launch.

To Mr. Osborne, witness said he was not aware how the *Taikoo* came out from the Bamboo wharf, he did not take any observation of his position until he saw the *Polar Star* on their port bow.

Wong Yon Su, master of the *Taikoo*, said he blew one blast on his whistle to warn boats on his port side. He did not alter his helm. He crossed the *Polar Star*'s bows about 100 yards off.

The master of the *Polar Star* explained the position with models, and said the *Polar Star* starboarded her helm and eased her engines when he saw that the *Taikoo* insisted on crossing his bows, and also went astern.

His Worship said: The *Taikoo* was seen a little abaft the starboard beam of the *Polar Star* and making in a direction as if to cross the latter's bows. The master of the *Polar Star* starboarded her helm, eased her engines, and eventually went astern to allow her to pass. The buoy for which the *Taikoo* was making lay on the port quarter of the *Polar Star* and there appears to be no reason why the *Taikoo* need have passed the *Polar Star*'s bows at all. The master of the *Taikoo* admitted having blown one short blast on his whistle to denote his presence to the *Polar Star*, but, on being questioned, did not know that such a blast indicated that he was intending to go to starboard, which he did not do, and thereby tended to confuse the position by blowing a meaningless whistle. The master of the *Taikoo*'s certificate is suspended for four weeks, at the expiration of which time he is required to undergo a new examination.

CRIMINAL SESSIONS.

At the Supreme Court this morning, His Honour Sir Francis Pigott, Chief Justice presiding, the April Criminal Sessions opened, MANSLAUGHTER.

The first case to be tried was that of Harhaj Rai, who was charged with the manslaughter of Ng King, at Quarry Bay, on the 25th ulto. The Hon. Sir Henry Berkeley, Attorney General, instructed by Mr. G. C. Morrell, of Messrs. Dennis and Bowley, Crown solicitors, prosecuted, and Mr. H. C. Colthorpe, instructed by Mr. R. Gardiner, of Mr. O. D. Thomson's office, defended the prisoner, Harhaj Rai.

The following jury was impanelled: Messrs. A. E. Katsch (foreman), A. B. Smith, Henry Reeves, A. W. Smith, J. W. Kew, Henry Barron, and Francis Gomes. The Hon. Sir Henry Berkeley, Attorney General, addressed the jury, said the prisoner was the chief watchman at Quarry Bay, and the deceased was a coolie employed there. On the 26th ulto, deceased was engaged stacking gum. Prisoner came near him, and drew a knife and cut him on the head, and used foul language, which the prisoner returned, in kind, and then kicked deceased on the left side. He then ran away and when he ran away followed him and struck him again. The deceased shortly after died, and the post mortem revealed a ruptured spleen. It was for the jury to consider whether the ruptured spleen caused death, and whether the spleen was ruptured by the blows administered by the prisoner, after they had heard all the evidence which he was about to produce before them.

Evidence was then adduced in corroboration of the Hon. Attorney General's statement. For the defence it was contended that the affair was an accident, as the prisoner was punishing the man for a misdemeanour, and Mr. Colthorpe said, in the event of the jury finding the prisoner guilty, he would ask that he be punished by a fine.

The jury returned a unanimous verdict of guilty against the prisoner, and he was sentenced to three months' imprisonment, but without hard labour, and to run as from the date of arrest, the 26th ulto.

This remarkable increase during the last few years in the number of women employed in various branches of commercial life in Japan must be regarded as a very significant sign of the times. Not content with the occupations which have almost exclusively belonged to females, they have now invaded those fields which have hitherto been considered entirely as belonging to the male sex. The experiment made in the employment of women as clerks and book-keepers has been found satisfactory, and we now find girls employed in many of the firms and stores in Tokyo and other large cities. The employment of women in these various directions will do much towards emancipating Japanese women, who have until now been entirely dependent on men for the shaping of their destinies. It is only natural, under such circumstances, that female education should engage serious public attention. The number of girls receiving school education, it is stated, is now more than eight times the number of those at school ten years ago. (More remarkable are the figures given by the Tokyo Educational Society. Fifteen years ago the percentage of females admitted to the training-school for teachers was less than 20, as compared with the men, but to-day the rate has been completely reversed, the number of male applicants being now about 15 per cent. of the total.) It is said that women, as teachers, are proving themselves superior to men, and that there is consequently more demand for the former than the latter. There is no doubt that employment of women in the various branches of business activity will steadily increase with the advance of education among them.—*Japan Chronicle*.

HONGKONG NOTES.

[From Our Own Correspondent.]

The *Godthaab* sailed for Hongkong on the 17th inst. from Shanghai. The ship was under the command of Captain H. E. Pritchard, and consisted of a crew of 100 men, and a cargo of 1,000 tons of goods, including 500 tons of sugar, 500 tons of rice, and 500 tons of other goods.

On the 17th inst. the *Godthaab* was seen by the *Star* Ferry Company's launch *Taikoo*, which was crossing to Kowloon. The *Taikoo* was seen by the *Godthaab* at about 9.50 a.m., and the *Godthaab* was seen by the *Taikoo* at about 10.15 a.m. The *Godthaab* was seen by the *Taikoo* at about 10.15 a.m., and the *Taikoo* was seen by the *Godthaab* at about 10.15 a.m.

Major Pritchard, who was in command of the *Godthaab*, was seen by the *Taikoo* at about 10.15 a.m., and the *Taikoo* was seen by the *Godthaab* at about 10.15 a.m.

Mrs. Pritchard (wife of the Commandant) graciously presented the prizes in the absence of H.E. the Governor, who had written expressing his regret at not being able to attend. Major Pritchard expressed thanks on behalf of the corps to the various ladies who had essayed the difficult climb to the range in order to witness the Ladies' Nomination event, and the presentation of prizes. Following are the results:—

CORPS CHAMPIONSHIP.			
	100	500	600
Bomb. Marshall	32	34	26
Bomb. Watson	26	28	28
Sergt. Andrew	27	31	24
Bomb. Rogers	29	33	20
Lieut. Ross	26	32	23

RIFLE HANDICAP.			
	100	500	600
Bomb. Marshall	34	31	29
Sergt. Terrill	29	35	16
Bomb. Watson	31	31	27
Gunn. Coles	27	29	31

HANDICAP AGGREGATE.			
	100	500	600
Bomb. Marshall	34	31	29
Gunn. Austen	33	28	31
Sergt. Terrill	29	35	16
Bomb. Watson	30	31	27

OFFICERS' HANDICAP.			
	100	500	600
Lieut. Scott	30	26	25
Lieut. Ross	25	31	22
Major Pritchard	29	28	21

DISAPPEARING TARGET.

	100	500	600
Sergt. Andrew	27	31	24
Gunn. Soby	27	31	24
Gunn. Fairholme	19	27	21

LADIES' NOMINATION.			
	100	500	600
Bomb. Watson (Mrs. Cuthbert)	23	31	29
C. S. M. Rodger (Mrs. Rodger)	18	27	21
Gunn. Fairholme (Mrs. Fairholme)	17	27	21
Gunn. Chapman (Mrs. Chapman)	16	27	21
Gunn. Soby (Mrs. Shaw)	16	27	21
Bomb. Rogers (Mrs. Clark)	16	27	21
Sergt. Terrill (Mrs. Terrill)	16	27	21
Sergt. Andrew (Mrs. Andrew)	16	27	21

CONSOLATION.

	100	500	600
Corp. Blood	26	32	23

ALL-COMERS.

	100	500	600
Bomb. Watson	34	31	29
Gunn. Fairholme	30	33	22
Bomb. Marshall	31	34	30
Mr. J. H. Pidgeon	29	34	31
Sergt. Andrew	32	32	29
Dr. Terrill	29	30	32

ANALYSIS.

	1st	2nd	3rd	4th	5th
Rj No. 1	—	1	—	—	—
Rj No. 1	6	—	2	4	1
Rj No. 2	—	3	2	—	—
Rj No. 2	6	6	6	1	3
H.K.V.Tp.	—	1	—	—	—

ALL-COMERS ONLY.

	100	500	600
H.K.V. Res.	—	1	1

COMMERCIAL.

10-DAYS' EXCHANGE.

	100	500	600
London—Bank T.T.	20 11/16	20 11/16	20 11/16
Do. demand	20 11/16	20 11/16	20 11/16
France—Bank T.T.	20 11/16	20 11/16	20 11/16
Do. demand	20 11/16	20 11/16	20 11/16
America—Bank T.T.	20 11/16	20 11/16	20 11/16
Do. demand	20 11/16	20 11/16	20 11/16
India—Bank T.T.	20 11/16	20 11/16	20 11/16
Do. demand	20 11/16	20 11/16	20 11/16
Japan—Bank T.T.	20 11/16	20 11/16	20 11/16
Do. demand	20 11/16	20 11/16	20 11/16
Singapore—Bank T.T.	20 11/16	20 11/16	20 11/16
Do. demand	20 11/16	20 11/16	20 11/16
Java—Bank T.T.	20 11/16	20 11/16	20 11/16
Do. demand	20 11/16	20 11/16	20 11/16

BUYING.

	100	500	600
4 months' sight L/C	2 11/16	2 11/16	2 11/16
6 months' sight L/C	2 11/16	2 11/16	2 11/16
30 days' sight San Francisco & New York	50 1/2	50 1/2	50 1/2
1 months' sight do.	51 1/2	51 1/2	51 1/2
30 days' sight Sydney and Melbourne	51 1/2	51 1/2	51 1/2
1 months' sight do.	52 1/2	52 1/2	52 1/2
4 months' sight do.	53 1/2	53 1/2	53 1/2
4 months' sight Germany	2 11/16	2 11/16	2 11/16
Her Silver	29 15/16	29 15/16	29 15/16
Bank of England rate	31 1/2	31 1/2	31 1/2
Sovereign	9 7/8	9 7/8	9 7/8

OPIUM QUOTATIONS.

To-day's quotations are as follows:—

	Per picul
Malwa New	950/970
Old	1,000/1,020
Older	1,050/1,060
Patana New	895
Old	875
Renares New	825
Old	815
Persian (Paper)	815

A TELEGRAM to the Osaka Asahi, dated Wash-

ington the 5th inst., states that Mr. Shiraiishi, the general manager of the Toyo Kisen Kaisha, has arrived at New York, and that it is reported Mr. Shiraiishi's mission is to negotiate with Mr. Harriman for the purchase of certain Pacific Mail steamers.

Intimations.

THE

ROBINSON PIANO

CO., LD.

NEW PIANOS

\$70 CASH

AND 18 PAYMENTS OF \$20 EACH

OR \$385 CASH.

GREAT STRENGTH AND SUPERIOR

TO ANYTHING IN THE

COLONY.

Steinway,

Bechstein,

Krauss,

Haake,

Hopkinson,

Winkelmann,

ON

CORRESPONDING TERMS.

ALSO

BABY GRANDS

AND

PIANOLAS.

Hongkong, 4th April, 1906

[38]

TELEPHONE No. 135.

THE ORIGINAL

CANADIAN

CLUB WHISKY

DISTILLED AND BOTTLED

BY

HIRAM WALKER & SONS, LIMITED.



WALKERVILLE,

Shipping—Steamers.

OCEAN STEAMSHIP CO., LD.
AND
CHINA MUTUAL STEAM NAV. CO., LD.

JOINT SERVICES.

FORTNIGHTLY SAILINGS FOR LONDON AND CONTINENT.
MONTHLY SAILINGS FOR LIVERPOOL.TAKING CARGO ON THROUGH BILLS OF LADING FOR ALL EUROPEAN,
NORTH AND SOUTH AMERICAN, WEST AUSTRALIAN, JAVA
AND SUMATRA PORTS.

EUROPEAN SERVICE.

OUTWARD.

FROM	STEAMERS	DUE
GLASGOW and LIVERPOOL	"DARDANUS"	19th April.
GLASGOW and LIVERPOOL	"JASON"	26th "
GLASGOW and LIVERPOOL	"DEUCALION"	3rd May.
GLASGOW and LIVERPOOL	"TYDEUS"	10th "
GLASGOW and LIVERPOOL	"HYSON"	17th "
GLASGOW and LIVERPOOL	"GLAUCUS"	24th "
GLASGOW and LIVERPOOL	"RHIPHEUS"	31st "
GLASGOW and LIVERPOOL	"IDOMENEUS"	7th "

The S.S. "Dardanus" left Singapore on the 14th inst., and is expected to arrive here on the 19th.
The S.S. "Hector" left Singapore on the 16th inst. for Shanghai (direct).

HOMEWARD.

FOR	STEAMERS	TO SAIL
* GENOA, MARSEILLES & L'POOL	"MACHAON"	20th April.
AMSTERDAM, LONDON & ANTWERP	"KINTUCK"	27th "
AMSTERDAM, LONDON & ANTWERP	"BELLEPHON"	4th May.
* GENOA, MARSEILLES & L'POOL	"CALCHAS"	11th "
AMSTERDAM, LONDON & ANTWERP	"HECTOR"	18th "
AMSTERDAM, LONDON & ANTWERP	"JASON"	25th "
AMSTERDAM, LONDON & ANTWERP	"DEUCALION"	1st June.
* GENOA, MARSEILLES & L'POOL	"HYSON"	8th "

TRANS-PACIFIC SERVICE.

OPERATING IN CONJUNCTION WITH
THE NORTHERN PACIFIC RAILWAY CO.
AND TAKING CARGO ON THROUGH BILLS OF LADING TO ALL
OVERLAND COMMON POINTS IN THE UNITED STATES
OF AMERICA AND CANADA.

EASTWARD.

FOR	STEAMERS	TO SAIL
VICTORIA, SEATTLE, TACOMA, and all PACIFIC COAST PORTS, via NAGASAKI, KOBE and YOKOHAMA	"TYDEUS"	16th May.

WESTWARD.

FROM	STEAMERS	DUE
TACOMA, SEATTLE, VICTORIA and PACIFIC COAST	"NINGCHOW"	23rd April.
	"YANGTZE"	25th May.

For Freight, apply to
BUTTERFIELD & SWIRE,
AGENTS.

Hongkong, 18th April, 1906.

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CHINA NAVIGATION CO., LIMITED.

FOR	STEAMERS	TO SAIL
CHINKIANG	"NINGPO"	19th April.
WEI-HAI-WEI, TSINGTAO and CHEFOO	"KANCHOW"	20th "
MANILA, ZAMBOANGA, PORT DAR- WIN, THURSDAY ISLAND, COOK- TOWN, CAIRNS, TOWNSVILLE, BRISBANE, SYDNEY & MELBOURNE	"CHINGTU"	20th "
SHANGHAI	"SHANSI"	21st "
CHEFOO and NEWCHWANG.	"KWEILIN"	23rd "
SHANGHAI	"YOHOW"	24th "
CHEFOO and TIENSIN.	"KWEICHOW"	27th "
SHANGHAI	"SHAOKING"	27th "
CEBU and ILOILO	"KAIFONG"	28th "

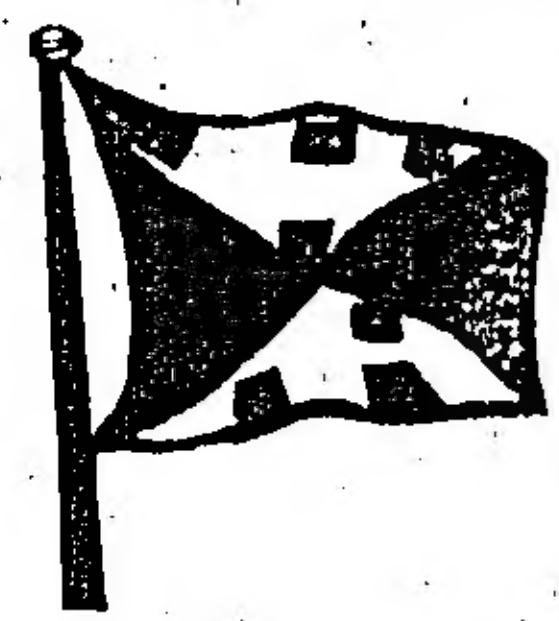
Taking Cargo on through Bills of Lading to all Yangtze and Northern China Ports.
The Attention of Passengers is directed to the Superior Accommodation offered by these
steamers, which are fitted throughout with Electric Light. Unvalued table. A duly
qualified Surgeon is carried.
Taking Cargo and Passengers, at through Rates for all New Zealand and other Australian
Ports.

For Freight or Passage, apply to

BUTTERFIELD & SWIRE,
AGENTS.

Hongkong, 18th April, 1906.

[9]



HONGKONG—MANILA.

Highest Class, newest, fastest, and most luxurious Steamers
between Hongkong and Manila.—Saloon staterooms—Electric
Light—Perfect Cuisine—Surgeon and Stewardess carried.
—All the most up-to-date arrangements for comfort of
Passengers.CHINA AND MANILA
STEAMSHIP COMPANY, LIMITED.

Steamship.	Tons.	Captain.	For	Sailing Dates.
ZAFIRO	2540	R. Rodger	MANILA (DIRECT)	SATURDAY, 21st April, at Noon.
RUBI	2540	R. Almond	"	SATURDAY, 28th April, at Noon.

For Freight or Passage, apply to

SHEWAN, TOMES & CO.,
GENERAL MANAGERS.

Hongkong, 14th April, 1906.

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HONGKONG—NEW YORK.

AMERICAN ASIATIC
STEAMSHIP CO.FOR NEW YORK via PORTS AND SUEZ CANAL.
(With Liberty to Call at the Malabar Coast.)

Steamship	About
"RAMSAY"	15th May.

For Freight and further information, apply to

SHEWAN, TOMES & CO.,
General Agents.

Hongkong, 5th April, 1906.

[8]

Insurance.

NORTH GERMAN FIRE INSUR-
ANCE COMPANY OF HAMBURG.The Undersigned AGENTS of the above
Company are prepared to accept First
CLASS FOREIGN and CHINESE RISKS at
CURRENT RATES.

SIRMSSEN & Co.

Hongkong, 28th May, 1905.

THE Public are hereby informed that no
change has been made in the Rates of
Subscription to the Hongkong Telegraph and
they are warned against paying more than
TEN CENTS (to cts.) per Single Copy.

THE MANAGER,

Hongkong Telegraph Co., Ltd.

Hongkong, 30th September, 1902.

Shipping—Steamers.

HONGKONG—MACAO LINE.

S.S. "WING CHAI,"
Captain T. AUSTIN, R.N.R.

THIS Steamer departs from Hongkong on
Week Days, at 7.30 A.M. and on Sundays
at 8.30 A.M. Departs from Macao on Week
Days at 4.30 P.M. and on Sundays at 5.30 P.M.,
if tide permits.
FARES:—Week Days, 1st Class, including
Cabin and servant, Single \$3; Return Ticket,
\$5; 2nd Class, \$1; 3rd Class, 50 cents.
On and after Sunday, 20th inst., inclu-
sive, every Sunday will be an Excursion, at the
following rates:—1st and 2nd Class, Single, \$2;
Return, \$3; 1st Class, Single with Cabin, \$3;
Return, \$5; 2nd Class, Single, 50 cents; Re-
turn, 80 cents.
All Meals can be supplied on Board at \$1
each Meal.

First Class Passengers, who do not care to
return on the Excursion Sunday, will be allowed
to do so the following Day (Monday) on pro-
duction of the Return Half Ticket. Should
the Steamer not run on the Monday, owing to
the Boiler cleaning, due notice will be given
by the Captain, and the Half Ticket will be
available for the following Day.
The Steamer is lit throughout by Electricity.
The Steamer's wharf at Hongkong is at the
Western end of Wing Lok Street.

S.M. WANG Co.
Hongkong, 17th April, 1906. [17]

STEAM TO CANTON.

The New Twin Screw Steel Steamers

"KWONG CHOW" 1,309 Tons. Captain T. R. MEAD.
"KWONG TUNG" 1,309 Tons. R. RAMSEY.
Leave Hongkong for Canton at 9 every
evening (Sunday excepted).
Leave Canton for Hongkong about 5.30
o'clock every evening (Sunday excepted).
These Fine New Steamers have unexcelled
Accommodation for First Class Passengers and
are lit throughout by Electricity. Electric Fans
in First Class Cabins.
Passage Fare—Single Journey \$4 each.
Meals \$1 each.

Excursions to MACAO every SATURDAY
at 6 P.M., and every SUNDAY at 8.30 A.M.
returning on SUNDAY at 10 A.M. and 6.30
P.M.
1st Class single \$2 with cabin \$3.00,
return \$3 " 5.00.
2nd Class single \$1, return " 1.50.
Breakfast, Tiffin and Dinner \$1.00 each.
The Wharf in Hongkong is at the Western
end of Wing Lok Street.

SHU ON S.S. CO., LD., and
YUEN ON S.S. CO., LD.,
No. 8, Queen's Road West.
Hongkong, 17th April, 1906. [18]

INDO-CHINA STEAM NAVIGATION CO., LD.

(PROJECTED SAILINGS FROM HONGKONG.—SUBJECT TO ALTERATION.)

For	Steamship	On
SHANGHAI VIA SWATOW	"CHONGSANG"	THURSDAY, 19th April, 4 P.M.
MANILA	"LOONGSANG"	FRIDAY, 20th April, 4 P.M.
SHANGHAI	"WINGSANG"	SATURDAY, 21st April, 4 P.M.
SCAPORE, PENANG & CALCUTTA	"KUTSANG"	TUESDAY, 24th April, 3 P.M.
SHANGHAI	"KWONGSANG"	TUESDAY, 24th April, 4 P.M.

Taking Cargo on through Bills of Lading to Chefoo and Yangtze Ports.
These Steamers have superior accommodation for First-class Passengers, and are fitted
throughout with Electric Light.

For Freight or Passage, apply to

JARDINE, MATHESON & CO.,
General Managers.

Hongkong, 18th April, 1906.

[6]

IRLAND & ASIATIC STEAMSHIP CO.

PROPOSED SAILINGS FROM HONGKONG, VIA SHANGHAI, INLAND
SEA OF JAPAN, MOJI, KOBE AND YOKOHAMA.

PORTLAND, OREGON,

OPERATING IN CONNECTION WITH

THE OREGON RAILROAD AND NAVIGATION COMPANY.

Steamship	Tons	Captain	To sail at Daylight on
"ARABIA"	4,433	Metzenhain	May 22nd.
"ARAGONIA"	5,498	Ernst	June 11th.
"NICOMEDIA"	4,370	Wagemann	June 21st.
"NUMANTIA"	4,370	Feldmann	July 14th.

Through Bills of Lading issued to Pacific Coast Ports and all Eastern, Canadian and
United States Ports. For through rates of Freight and further information, communicate
with or apply to

S. SILVERSTONE, Acting General Agent.

THE ORIENTAL PACIFIC LINE.

FOR SAN FRANCISCO VIA PORTS.

THE Steamship
"DAKOTA" will be despatched for the above Ports, on or
about 25th April.
For Freight, apply to
SHEWAN, TOMES & Co.,
Agents.

Hongkong, 12th March, 1906. [37]

"SHIRE" LINE OF STEAMERS.

FOR MARSEILLES, LONDON AND
ANTWERP.

THE Steamship

"MERIONETHSHIRE" will be despatched for the above Ports, on or
about the 10th May, 1906.
For Freight etc., apply to
SHEWAN, TOMES & Co.,
Agents.

Hongkong, 12th April, 1906. [45]

"SHIRE" LINE.

FOR LONDON AND ANTWERP.

THE Steamship

"FLINTSHIRE" will be despatched for the above Ports, on or
about the 15th May, 1906.
For Freight etc., apply to
SHEWAN, TOMES & Co.,
Agents.

Hongkong, 6th April, 1906. [45]

FOR VLADIVOSTOCK.

THE Steamship

"GULF OF VENICE," 3,022 Tons,
will be despatched for VLADIVOSTOCK on
FRIDAY, the 20th instant.
To be followed by
S.S. "ORANGE BRANCH," 3,435 Tons.
S.S. "VINE BRANCH," 3,442 Tons.
For Freight, etc., apply to
DODWELL & CO., LIMITED,
Agents.

Hongkong, 17th April, 1906. [43]

FOR SHANGHAI, NAGASAKI AND
VLADIVOSTOCK.

THE Steamship

"DAPHNE" Captain Schipper, will be despatched for the
above Ports, on TUESDAY, the 24th instant,
at 4 P.M., instead of as previously advertised.
The Steamer has splendid accommodation
for Passengers.

HAMBURG-AMERIKA LINIE,
Hongkong Office.

Hongkong, 18th April, 1906. [46]

IT IS TOLD BY THE TASTE:

BEST AUSTRALIAN STILTON
CHEESE.

TRY IT AND YOU WILL HAVE NO OTHER.

55 Cents per Pound.

H. RUTTONJEE,
5, D'Aguilar Street, Hongkong,
37, Elgin Road, Kowloon.

Hongkong, 5th April, 1906. [64]

Consignees.

NOTICE TO CONSIGNEES.

STEAMSHIP "GULF OF VENICE,"
FROM SYDNEY AND MANILA.

THE above Steamer having arrived, Consig-
nees of Cargo are hereby requested to send
in their Bills of Lading for Countersignature,
and to take immediate delivery of their Goods
from alongside.
Cargo impeding the discharge of the Vessel
will be landed and stored at Consignees' risk
and expense.
No Fire Insurance will be effected by us in
any case whatever.

DODWELL & CO., LIMITED,
Agents.

Hongkong, 16th April, 1906. [46]

"BARBER" LINE OF STEAMERS.

NOTICE TO CONSIGNEES.

STEAMSHIP "WRAY CASTLE,"
FROM STRAITS AND NEW YORK.

CONSIGNEES of Cargo are hereby informed
that all Goods are being landed at their
risk into the Godowns of the Hongkong and
Kowloon Wharf and Godown Company, Ltd.,
at Kowloon, whence and/or from the wharves
delivery may be obtained.
No Claims will be admitted after the Goods
have left the Godowns, and all Goods remain-
ing undelivered after the 20th instant will be
subject to rent.

All Claims against the Steamer must be pre-
sented to the Undersigned on or before the
25th instant, or they will not be recognized.
All broken, chafed, and damaged Goods are
to be left in the Godowns, where they will be
examined on the 20th instant at 3 P.M.
No Fire Insurance has been effected.
Bills of Lading will be countersigned by
DODWELL & Co., LIMITED,
Agents.

Hongkong, 14th April, 1906. [47]

"MOGUL" LINE OF STEAMERS.

NOTICE TO CONSIGNEES.

S.S. "SIKH,"
FROM MIDDLESBOROUGH, GLASGOW
AND LIVERPOOL.

CONSIGNEES of Cargo are hereby informed
that all Goods are being landed at their
risk into the Godowns of the Hongkong and
Kowloon Wharf and Godown Company, Ltd.,
at Kowloon, whence and/or from the wharves
delivery may be obtained.
No Claims will be admitted after the Goods
have left the Godowns, and all Goods remain-
ing undelivered after the 18th instant will be
subject to rent.

All Claims against the Steamer must be pre-
sented to the Undersigned on or before the 21st
instant, or they will not be recognized.
All broken, chafed, and damaged Goods are
to be left in the Godowns, where they will be
examined on the 18th instant at 3 P.M.
No Fire Insurance has been effected.
Bills of Lading will be countersigned by
DODWELL & Co., LIMITED,
Agents.

Hongkong, 12th April, 1906. [44]

S.S. "POLYNESIEN."

COMPAGNIE DES MESSAGERIES
MARITIMES.

NOTICE TO CONSIGNEES.

CONSIGNEES of Cargo from London
ex S.S. "Charente" and Medoa, from
Havre ex S.S. "Medoa", and from Bordeaux ex
S.S. "Ville de Marseille", in connection with
above Steamer, are hereby informed that
their Goods, with the exception of Opium,
Treasure and Valuables are being landed and
stored at their risk into the hazardous
and/or extra hazardous Godowns of the Hong-
kong and Kowloon Wharf and Godown Co.,
Limited, at Kowloon, whence delivery may be
obtained immediately after landing.
Optional Cargo will be forwarded on unless
intimation is received from the Consignees
before Noon TO-DAY, requesting it to be
landed here.

Bills of Lading will be countersigned by the
Undersigned. Goods remaining unclaimed
after MONDAY, the 23rd April, at Noon,
will be subject to rent and landing charges.
All claims must be sent in to me on or before
the 23rd April, or they will not be recognized.
All damaged packages will be examined on
MONDAY, the 23rd April, at 3 P.M.
No Fire Insurance has been effected.

G. DE CHAMPEAUX,
Agent.

Hongkong, 16th April, 1906. [11]

NORDDEUTSCHER LLOYD, BREMEN.

IMPERIAL GERMAN MAIL LINE.

NOTICE TO CONSIGNEES.

THE Steamship
"SACHSEN" having arrived, Consignees of Cargo are hereby
informed that their Goods, with the exception
of Opium, Treasure and Valuables, are being
landed and stored at their risk into the hazardous
and/or extra hazardous Godowns of the Hong-
kong and Kowloon Wharf and Godown Co.,
Limited, at Kowloon, whence delivery may be
obtained.
Optional Cargo will be forwarded unless
notice to the contrary be given before 11 A.M.
THIS MORNING.

No Claims will be admitted after the Goods
have left the Godowns, and all Goods remaining
undelivered after the 18th instant, will be
subject to rent.
All broken, chafed, and damaged Goods are
to be left in the Godowns, where they will be
examined on WEDNESDAY, 18th instant, at
9.30 A.M.
All Claims must reach us before the 23rd
instant, or they will not be recognized.
No Fire Insurance will be effected.
Bills of Lading will be countersigned by the
Undersigned.

NORDDEUTSCHER LLOYD.

MELCHERS & Co.,
Agents.

Hongkong, 12th April, 1906. [8]

Consignees.

"BEN" LINE OF STEAMERS.

NOTICE TO CONSIGNEES.

S.S. "BENALDER,"
FROM ANTWERP, LONDON AND
STRAITS.

CONSIGNEES of Cargo are hereby in-
formed that all Goods are being landed
at their risk into the hazardous and/or extra
hazardous Godowns of the Hongkong and
Kowloon Wharf and Godown Co., Ltd., whence
and/or from the wharves delivery may be
obtained.
No Claims will be admitted after the Goods
have left the Godowns, and all Goods unde-
livered after the 23rd instant, will be subject
to rent.

All Claims against the Steamer must be pre-
sented to the Undersigned on or before the
30th instant, or they will not be recognized.
All broken, chafed, and damaged Goods are
to be left in the Godowns, where they will be
examined on the 23rd instant, at 11 A.M.
No Fire Insurance has been effected.
Bills of Lading will be countersigned by
GIBB, LIVINGSTON & Co.,
Agents.

Hongkong, 16th April, 1906. [467]

INDO-CHINA STEAM NAVIGATION
COMPANY, LIMITED.FROM CALCUTTA, PENANG AND
SINGAPORE.

THE Company's Steamship
"KUTSANG" having arrived from the above Ports, Consignees
of Cargo by her are hereby informed that their
Goods will be delivered from alongside.
Cargo impeding the discharge or remaining
on board after THURSDAY, the 19th instant,
at 4 P.M., will be landed at Consignees' risk
and expense into Godowns at East Point.
No Fire Insurance will be effected.
Bills of Lading will be countersigned by
JARDINE, MATHESON & Co.,
General Managers.

Hongkong, 16th April, 1906. [6]

FROM HAMBURG, ROTTERDAM,
PENANG AND SINGAPORE.

THE H. A. L. Steamship
"DORTMUND" Captain Wagner, having arrived from the
above Ports, Consignees of Cargo are hereby
requested to send in their Bills of Lading for
countersignature by the Undersigned and to
take immediate delivery of their goods from
alongside.
Optional Cargo will be forwarded unless notice
to the contrary be given before TO-DAY.

Any Cargo impeding her discharge will be
landed into the hazardous and/or extra hazar-
dous Godowns of the Hongkong and Kowloon
Wharf and Godown Co., Limited, and stored
at Consignees' risk and expense.
All Claims must be presented within ten
days of the steamer's arrival here after which
date they cannot be recognized.
No Claims will be admitted after the Goods
have left the Godowns, and all Goods remain-
ing undelivered after the 22nd instant, will be
subject to rent.

All broken, chafed and damaged Goods are
to be left in the Godowns, where they will be
examined on the 20th instant, at 3 P.M.
No Fire Insurance has been effected.

HAMBURG-AMERIKA LINIE,
Hongkong Office.

Hongkong, 14th April, 1906. [458]

Intimations.

FURNITURE WAREHOUSE.

LI KWONG LOONG & CO.
司公隆李CABINET-MAKERS AND DECORATORS,
from Shanghai, has re-opened their
FURNITURE STORE
at
No. 35, DES VŒUX ROAD CENTRAL.

The only Shop in Hongkong with this name.

WHERE HIGH-CLASS FURNITURE
of every description can be made to
order in any design required.

Have been patronised by the Hongkong Club,
Hongkong Hotel, Telegraph Co., Messrs. A. S.
Watson & Co., Ltd., Firms and other leading
Establishments in the Colony, to whom refer-
ence may be made as to the Superior Work-
manship and Materials of the Furniture, &c.,
supplied.

Messrs. A. S. Watson & Co., Ltd. write as
follows:—
"We have pleasure in stating that Mr. LI
KWONG LOONG furnished the Annex to
our Dispensary and gave us every satis-
faction."
(Sd.) A. S. Watson & Co., Ltd.

ORDERS punctually attended to, and
CHARGES most moderate.
AN INSPECTION INVITED.

Hongkong, 1st March, 1906. [296]

A WONDERFUL DISCOVERY.

